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6 JUL 1971

MEMORANDUM FOR THE RECORD

SUBJECT: Movable Shelving Project, [REDACTED]
[REDACTED] Progress Meeting 30 June 1971 [REDACTED]

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25X1A5a1

1. Attendants:

25X1A5a1 Mr. [REDACTED] - Contractor

25X1A5a1 Mr. [REDACTED], Subcontractor

25X1A9a Mr. [REDACTED]

Mr. [REDACTED]

Mr. [REDACTED]

25X1C4e Mr. [REDACTED]

Mr. [REDACTED] - Deputy Chief, Records Center

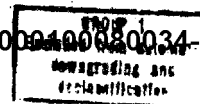
25X1A9a Mr. [REDACTED] - Security Records Center

25X1A Mr. [REDACTED] Engineering Branch Engineer

2. Discussion:

a. Concrete Work: The concrete has to be bonded and finished to a tolerance of 1/8 in. in 10 ft. The contractor recognizes that work already accomplished is out of tolerance and unsatisfactory. The method of correcting the first two bays to customer satisfaction is discussed in para 2c. below. The contractor pointed out that considerable time is required to cure lightweight concrete (20 days). Due to the short time frame for completion of each bay, he attempted to speed up the curing by using a 'dry pour.' This resulted in poor finish and the level being out of tolerance. It was pointed out by the contractor that the existing floor is very uneven and varies up to 3 in. causing additional time for

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curing concrete as well as securing the rails to the floor. The contractor has stated that he will use more proficient concrete finishers and make each pour a monolithic pour.

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b. Setting of Rails: Due to the unevenness of the existing floor, the rails require extra thicknesses of wood to make them level. This results in the dynabolts provided by [REDACTED] being too short to adequately hold the rails to the floor. Mr. [REDACTED] stated that varying lengths of dynabolts have been used in other installations where a similar problem existed. Mr. [REDACTED] has taken additional action to hold the rails in place by placing a small section of angle iron at the base of the rails.

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c. Test Aisle: One aisle in the first bay was completed for tests by the using officer. The test aisle had a metal channel installed in a chain drive channel and on both sides of the guide rail. The level of concrete finish was corrected adjacent to all rails and tile installed to the rail, thus eliminating the vinyl strip. The aisle was tested with a 400 lb. load for 80 trips across the rails. The results were satisfactory except for 9 cracked tiles. The cracks were attributed to the flash patching and the possibility that the tile had not lain long enough. There was no chipping of tile, and the metal channels seemed very satisfactory. Mr. [REDACTED] agreed to replace the cracked tile as required in completing the first two bays. Mr. [REDACTED] stated that the test aisle solution would therefore be accepted as a satisfactory means of correcting the deficiencies in the first two bays.

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d. Metal Channel: The necessity of a metal channel in the remainder of the installation is still to be resolved. Mr. [REDACTED] took the necessary data to have the requirement resolved by the design engineers. Mr. [REDACTED] stated that a metal channel was not required at all of their other installations. It had on at least one occasion been used but was fabricated locally, and he did not have any details on what was used. Mr. [REDACTED] has made a proposal for a metal channel and will follow through with visits to [REDACTED] get this problem

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25X1A5a1

resolved. Provision of a suitable metal channel would undoubtedly provide a better installation but will require a change order to the contract.

e. Anti-tilt Device: The present installation in accordance with plans and specifications takes up 3 cu. ft. of useable storage space. A better solution has been devised, and a change order will be issued to have this corrected.

f. Safety Device: The installation of both ankle and waist safety devices on the same side will be corrected on shelving already installed and will be installed correctly on the remainder of the contract.

g. Project Supervision: Mr. [REDACTED] stated that he had taken steps to improve supervision of his men and provide better quality control. Mr. [REDACTED] stated that [REDACTED] had been reassigned Project Officer and would visit the site about twice weekly.

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3. Project Schedule:

The first two bays are to have the metal channel installed and concrete work corrected during the week of 6 July. The first two bays should be ready for testing during the week of 12 July. The floor in the third bay is being cleaned, and the rails will be scribed in place next week. Concrete in the third bay is scheduled to be poured on 9 July. The next onsite meeting is scheduled for 1030, 7 July. At the next meeting Mr. [REDACTED] will have a revised set of floor plans available.

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SIGNED

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[REDACTED]
Project Engineer

Distribution:

Original - OL/RECD Official

1/- OL/RECD/FEngB Chrono

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